TRANSPORTATION

TRANSPORTATION

BACKGROUND

The transportation system in Linda Vista consists of vehicular, bicycle, pedestrian, and mass transit components. The transportation network services the internal Linda Vista community and links to the adjacent communities of Clairemont Mesa, Kearny Mesa, Serra Mesa, Mission Valley, Old Town, Mission Bay Park, and the regional freeway system.

The Linda Vista community is accessed by two freeways, Interstate 5, a major north-south freeway that runs parallel to the coast and State Route 163, a north-south freeway that connects downtown with the Interstate 15 corridor. Interstate 8, a major east-west freeway, is just to the south of the community. Figure 17 shows the existing functional street classifications in Linda Vista. A map depicting signalized intersections in Linda Vista is shown on Figure 18. The level-of-service (LOS) for congested intersections (defined as LOS D or worse) are shown on Figure 19.

Existing Roadway Network

City streets are classified according to function and traffic volume. Collector streets, which provide moderate volume through traffic movement between local streets and higher street classifications, include Collusa Street, portions of Comstock Street, Glidden Street, Osler Street, Pacific Highway, Tait Street, portions of Ulric Street, and Via Las Cumbres.

Major streets are designed to carry high volume through traffic, but allow for access from abutting properties and provide a connection between collector streets, primary arterials, and freeways. Streets in the community which are currently functioning as major streets are Friars Road, Genesee Avenue, Linda Vista Road, Mesa College Drive, Morena Boulevard, Napa Street, Tecolote Road, portions of Ulric Street, and West Morena Boulevard.

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Primary arterials are designed to carry very large volumes of traffic from major streets and to connect to the freeway system. Direct access to abutting properties is generally not permitted. Friars Road at State Route 163 functions as a primary arterial.

Comstock Street

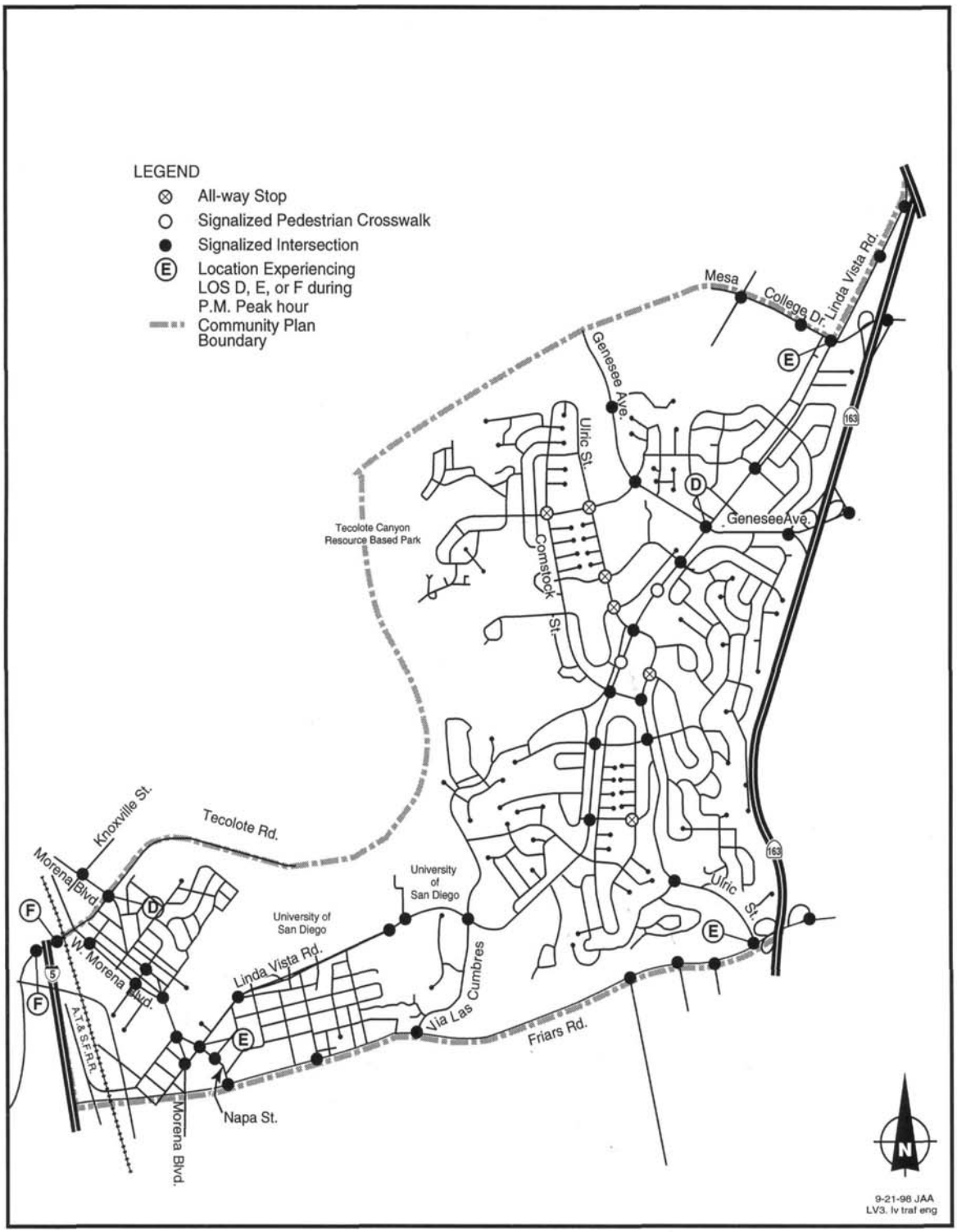
Comstock Street currently functions as a two-lane collector street with on-street parking. East of Linda Vista Road, it carries about 7,000 vehicles per day and has a curb-to-curb width of 54 feet. West of Linda Vista Road, it carries about 4,000 vehicles per day and has a curb-to-curb width of 40 feet. Business and civic buildings are served east of Linda Vista Road while residential properties are served west of Linda Vista Road. Traffic signals operate at the intersections with Linda Vista Road and with Ulric Street. Minimal congestion occurs at these intersections.

Existing Functional Street Classifications

Linda Vista Community Planning Area

City of San Diego • Community and Economic Development

Figure 17



Existing Traffic Control Location Map
Linda Vista Community Planning Area
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Figure **18**

Selected Signalized Intersection
Existing Level-of-Service (P.M. Peak Hour)
Linda Vista Community Planning Area
City of San Diego • Community and Economic Development

Figure
19

Friars Road

Friars Road operates as a four-lane major street from Sea World Drive to Ulric Street and a five-lane primary arterial from Ulric Street to State Route 163. It carries between 12,000 and 28,000 vehicles per day west of Fashion Valley Road with a width of about 90 feet. It carries about 50,000 vehicles per day east of Fashion Valley Road with a width of 90-106 feet. The abutting property is commercial on the south side between Fashion Valley Road and State Route 163, residential from east of Napa Street to Fashion Valley Road except for some commercial at Via Las Cumbres, and then various noncommercial uses west to Sea World Drive. Parking is permitted along the north side residential frontage and bicycle lanes are along the entire length on both sides.

Traffic signals operate at the intersections with Sea World Drive, Napa Street, Colusa Street, Via Las Cumbres, Fashion Valley Road, two driveways from Fashion Valley Shopping Center, and the Ulric Street/State Route 163 on- and off-ramps. Significant congestion occurs in the evening peak hour at the intersection with Ulric Road/State Route 163 southbound on- and off-ramps (LOS E).

Genesee Avenue

Genesee Avenue operates as a three-lane major street between the northbound and southbound State Route 163 ramps; a four-lane primary arterial from State Route 163 to Osler Street; and a two-lane major street from Osler Street to the northern community boundary. It carries about 20,000 vehicles per day west of Linda Vista Road. It has a width of 62 feet north of Osler Street and 78 feet from Osler Street to State Route 163. It carries about 28,000 vehicles per day between Linda Vista Road and State Route 163. The abutting property is mostly residential and does not have driveway access rights. Parking is permitted between State Route 163 and Osler Street. Bicycle lanes exist between Osler Street and the northern community boundary.

Traffic signals are located at the intersections with the State Route 163 southbound off-ramp, Linda Vista Road, and Osler Street and Park Mesa Way. Significant congestion occurs during the evening peak hour at the Linda Vista Road intersection (LOS E), and at the State Route 163 southbound ramp intersection (LOS D).

Linda Vista Road

Linda Vista Road operates as a four-lane major street from Morena Boulevard to the northern community boundary with Class II bike lanes and on-street parking north of Markham Street. It carries between 16,000 and 22,000 vehicles per day with a width that varies from about 64-73 feet south of Kramer Street and 73-82 feet north of Kramer Street. Abutting property between Morena Boulevard and Mildred Street is business frontage; from Mildred Street to Comstock Street is a mixture of school, business, and residential uses; from Comstock Street to Fulton Street is business frontage; from Fulton Street to the northern community boundary is mostly residential, with school and business uses as well.

Traffic signals are installed at the following intersections with Linda Vista Road: Morena Boulevard, Napa Street, Mildred Street, Marian Way, Santa Ana Drive, Via Las Cumbres, Kramer

Street, Tait Street, Comstock Street, Ulric Street, Fulton Street, Genesee Avenue, Wheatley Street, Mesa College Drive, Baltic Street, and Stalmer Street. Mid-block pedestrian crosswalk traffic signals are located on Linda Vista Road between Comstock Street and Ulric Street and between Ulric Street and Fulton Street. Significant congestion occurs in the evening peak period at Napa Street (LOS F), Genesee Avenue (LOS E), and Mesa College Drive (LOS D).

Mesa College Drive

Mesa College Drive is a four-lane major street. It carries about 20,000 to 28,000 vehicles per day with a width of about 66 feet west of Linda Vista Road and 82 feet from Linda Vista Road to State Route 163. It connects the campus of Mesa College to State Route 163 and to Interstate 805. Business, school, government, park land, and residential uses are served by Mesa College Drive. Parking is allowed west of Ashford Street. Traffic signals operate at the intersections with Armstrong Street, Ashford Street, Linda Vista Road, and the northbound off-ramp from State Route 163. Significant delay occurs in the evening at the intersection with Linda Vista Road (LOS D).

Morena Boulevard

Morena Boulevard functions as a three-lane collector street with two travel lanes and a center turn lane for most of the distance between Tecolote Road and the southerly intersection with West Morena Boulevard. It becomes a five-lane major street (two lanes southbound and three lanes northbound) from West Morena Boulevard to Linda Vista Road and a four-lane major street from there to Interstate 8. It carries about 18,000 vehicles per day from Tecolote Road to West Morena Boulevard with a width of about 64 feet; 30,000 vehicles per day from West Morena Boulevard to Linda Vista Road with a varying width of 82-86 feet; and 35,000 vehicles per day south of Linda Vista Road with a width of about 52 feet. Businesses are served along the entire length of Morena Boulevard.

On street parking is permitted from Viola Street to Morena Place but is limited due to extensive driveways which allow off-street parking to back directly into the street. Bicycle lanes exist from West Morena Boulevard to Viola Street.

Traffic signals are located at the intersections with Tecolote Road, Buenos Avenue, West Morena Boulevard, Napa Street/Sherman Street, and Linda Vista Road.

Napa Street

Napa Street functions as a four-lane collector street between Friars Road and Morena Boulevard. It carries about 22,000 vehicles per day from Morena Boulevard to Linda Vista Road with a width of only 40 feet and about 12,000 vehicles per day from Linda Vista Road to Friars Road with a varying width of 76-82 feet. The fronting properties are businesses, the Western Division Police Substation, and the Linda Vista/Morena trolley station. Parking is not allowed between Linda Vista Road and Morena Boulevard due to the narrow roadway width.

Traffic signals are located at the intersections with Morena Boulevard, Linda Vista Road, Riley Street, and Friars Road. Significant congestion occurs in the evening at the intersection with Linda Vista Road (LOS F).

State Route 163

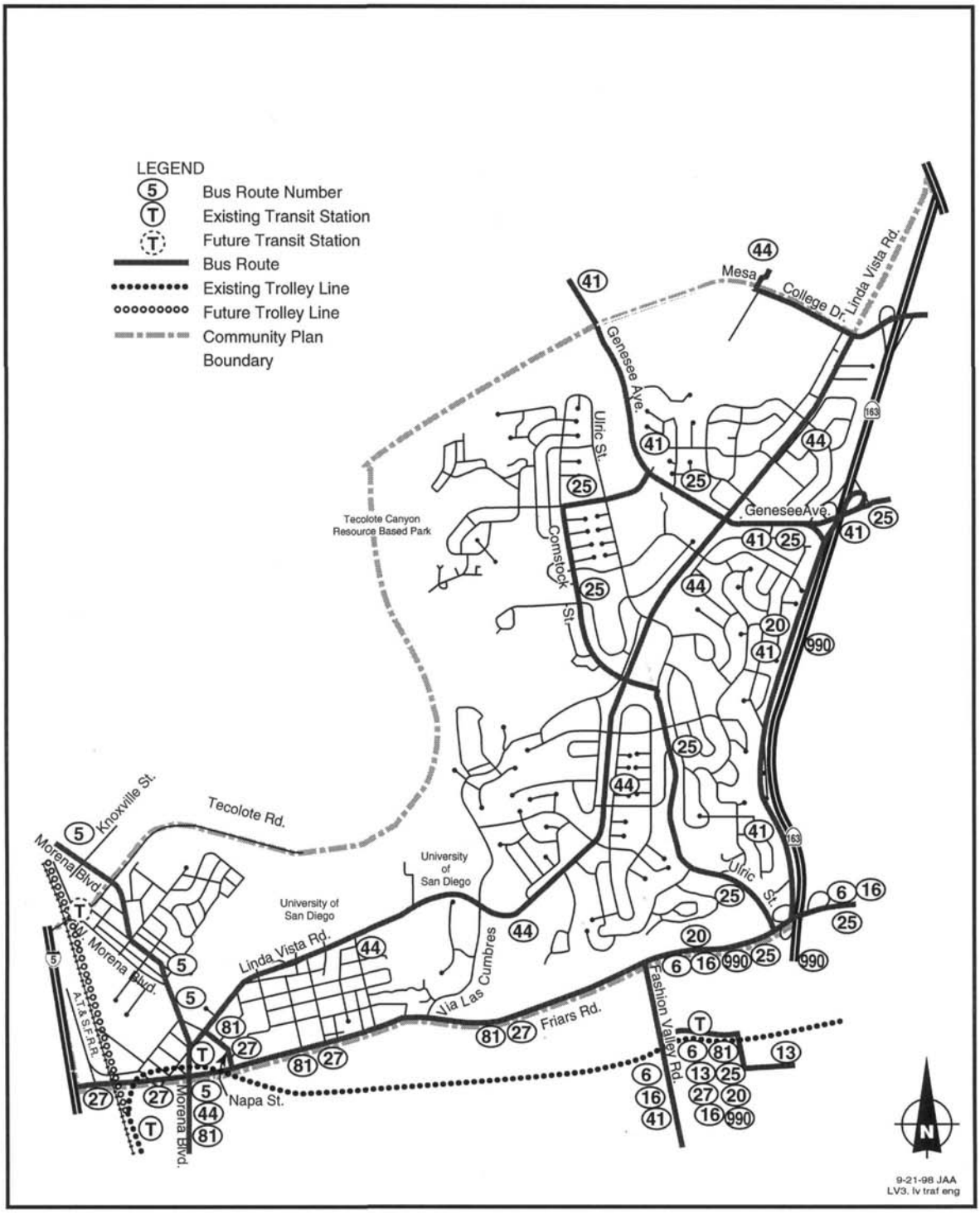
Highway Route 163 is an eight-lane freeway which serves the Linda Vista community with freeway access at Friars Road and Genesee Avenue for both north and southbound access, and at Mesa College Drive with southbound on and northbound off-ramps only.

Significant congestion occurs in the evening at the southbound off-ramp intersection with Friars Road (LOS E). The freeway section between Friars Road and Mesa College Drive also experiences significant congestion (LOS F).

Traffic signals operate at the Friars Road southbound on- and off-ramps at Ulric Street, at the Genesee Avenue southbound off-ramp, the northbound on- and off-ramps, and at the Mesa College Drive northbound off-ramp.

Ulric Street

Ulric Street operates as a four-lane major street from Friars Road to Tait Street; a two-lane collector with a center turn lane from Tait Street to Linda Vista Road; and a two-lane collector street from Linda Vista Road to Osler Street. It carries about 12,000 vehicles per day from Friars Road to the southbound State Route 163 on-ramp, 20,000 vehicles per day to Tait Street, and 10,000 vehicles per day to Linda Vista Road with a varying width of 58-76 feet. It carries about 7,000 vehicles per day west of Linda Vista Road with a width of about 40 feet. The areas south of Comstock Street and north of Eastman Street are residential while the area in-between is mostly commercial but with some residential use. Parking is allowed between Comstock Street and its western end. Bike lanes exist between Friars Road and Linda Vista Road. Traffic signals operate at the intersections with Friars Road, Fashion Hills Boulevard, Tait Street, Comstock Street, and Linda Vista Road. Significant congestion occurs in the evening at the intersection with Friars Road (LOS E).



Transit Service
Linda Vista Community Planning Area
City of San Diego • Community and Economic Development

Figure **20**

Via Las Cumbres

Via Las Cumbres currently operates as a three-lane collector street (two lanes northbound and one lane southbound) from Friars Road to Linda Vista Road and a two-lane collector street north of Linda Vista Road. It carries about 12,000 vehicles per day from Friars Road to Linda Vista Road with a width of about 64 feet. It carries about 3,000 vehicles per day north of Linda Vista Road with a width of about 40 feet. The abutting property is generally residential except for some commercial use at the intersection with Friars Road and school uses at the intersection with Linda Vista Road. Parking is allowed except near Linda Vista Road. Bike lanes are in place from Friars Road to Linda Vista Road. Traffic signals exist at the intersections with Friars Road and Linda Vista Road. Minimal congestion occurs at these intersections.

West Morena Boulevard

West Morena Boulevard operates as a five-lane major street with two lanes northbound and three lanes southbound from the northern community boundary (Tecolote Road) to the southerly intersection with Morena Boulevard. It carries about 12,000 vehicles per day with a width of about 94 feet. The fronting property is commercial and parking is allowed. Traffic signals exist at the intersections with Vega Street, Buenos Street, and Morena Boulevard. Minimal congestion occurs at these intersections.

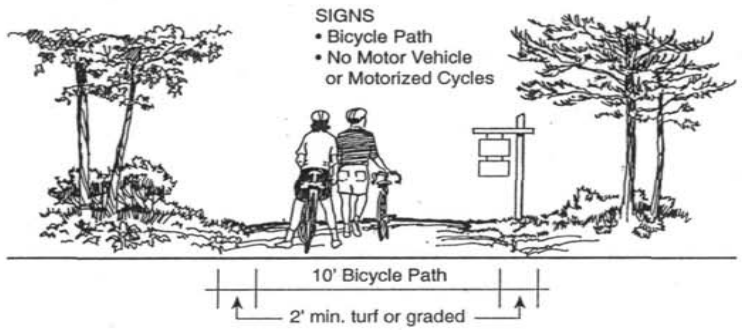
Mass Transit

The San Diego Metropolitan Transit System (MTS) operates the system of buses and the trolley or Light Rail Transit (LRT). They are overseen by the Metropolitan Transit Development Board (MTDB). Figure 20 shows the existing transit system service.

Bus. The Linda Vista community is served by bus routes 5, 25, 27, 41, 44, and 81. A bus transit station is located in the Fashion Valley Shopping Center which provides connecting service to bus routes 6, 13, 16, and 20, as well as the Mission Valley trolley line. Bus routes 5, 27, 44, and 81 provide stops within a short walking distance to the trolley station at Friars Road and Napa Street.

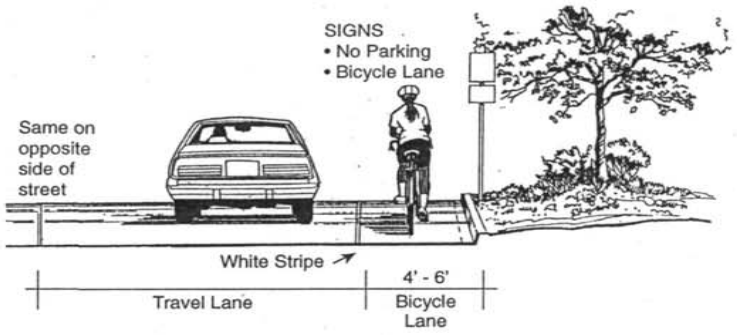
Rail. The trolley line serving Mission Valley has a station in Linda Vista located at Morena Boulevard and Napa Street. This trolley line connects with the Old Town Transfer Center and provides access to the rest of the trolley system as well as the coaster commuter rail system. In the future, the north/south trolley line will be extended from Old Town north to Balboa Avenue and beyond (the Mid-Coast line). A proposed Mid-Coast Light Rail Transit station is planned on West Morena Boulevard at Tecolote Road.

Campus Shuttle. The University of San Diego provides an on-going shuttle service for its students and faculty but only within the campus. The shuttles operate among the parking lots, main campus buildings, and on-campus student housing areas.



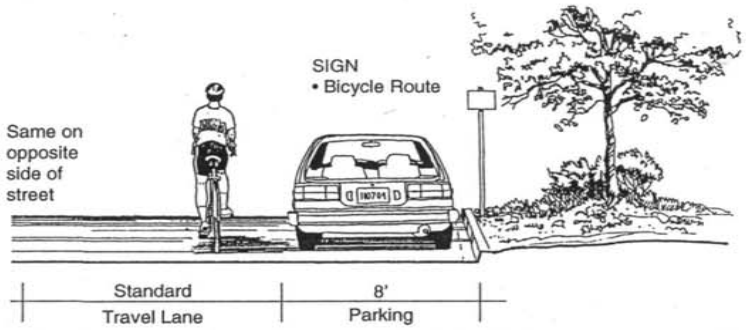
CLASS I
(Typical location - open space)

Bicycle Path
A completely separate right-of-way for the exclusive use of non-motorized vehicles.



CLASS II
(Typical location - major street)

Bicycle Lane
A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, lane striping, and other pavement marking.



CLASS III
(Typical location - neighborhood street)

Bicycle Route
A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

The dimensions illustrated on this page are subject to change.

Bicycle Facilities Classifications
Linda Vista Community Plan Area

City of San Diego • Development Services Department • Transportation Planning Section

Figure 21

LV3 BICYCLSS

Bikeways
Linda Vista Community Planning Area
City of San Diego • Community and Economic Development

Figure 22

Pedestrian Circulation

Pedestrian travel is accommodated by a sidewalk system along most streets in the community. Mid-block pedestrian traffic signals were installed to assist pedestrian flow across Linda Vista Road within the blocks between Fulton Street and Ulric Street and between Ulric Street and Comstock Street. A pedestrian bridge crosses over State Route 163 from the east end of Fulton Street in Linda Vista to Cardinal Lane in Serra Mesa.

Bicycle System

The City has three classifications of bikeways. A Class I bikeway (Bicycle Path) provides a physically separated right-of-way for use by bicycles. A Class II bikeway (Bicycle Lane) is located within the roadway in a lane that is painted for one-way bicycle travel. A Class III bikeway (Bicycle Route) is a route that shares the right-of-way with other vehicles and is identified only with signs. The bikeway types and bicycle facilities classifications are shown in Figure 21. The bicycle system within the Linda Vista Community Plan area is shown in Figure 22.

A Class I Bicycle Path has been constructed along the south side of Friars Road from Sea World Drive to just west of Fashion Valley Road. Class II Bicycle Lanes exist on Linda Vista Road from Morena Boulevard to the northerly community boundary; on Ulric Street from Friars Road to Linda Vista Road; on Genesee Avenue from the northern community boundary to Osler Street; on Mesa College Drive from Linda Vista Road to the eastern boundary; on Friars Road from Sea World Drive to State Route 163; on Morena Boulevard from the northern community boundary to the southern intersection with West Morena Boulevard; on Pacific Highway from Sea World Drive to the southern community boundary; on Tecolote Road from Sea World Way to the eastern terminus of Tecolote Road, and along Via Las Cumbres from Cirrus Street to Linda Vista Road.

Future Conditions

Forecast Model

The travel forecast model used for the Linda Vista Community Plan Update is a calibrated subarea model based on the San Diego Association of Governments (SANDAG) Series 8 Regional Transportation Model. The SANDAG model has land use, population, and employment data estimated for the year 2015. The Regional Transportation Network expected to be in place is included in the model. The City adjusts the model with the circulation system and land uses recommended by the Linda Vista Community Plan. The future traffic volumes are shown on Figure 23.

Roadway Segments

Roadway segments that exceed the maximum desirable traffic volume derived from the City's Traffic Impact Study Manual are highlighted on Figure 23 and are listed below.

- Morena Boulevard from Knoxville Street to West Morena Boulevard
- Morena Boulevard from Linda Vista Road to Interstate 8

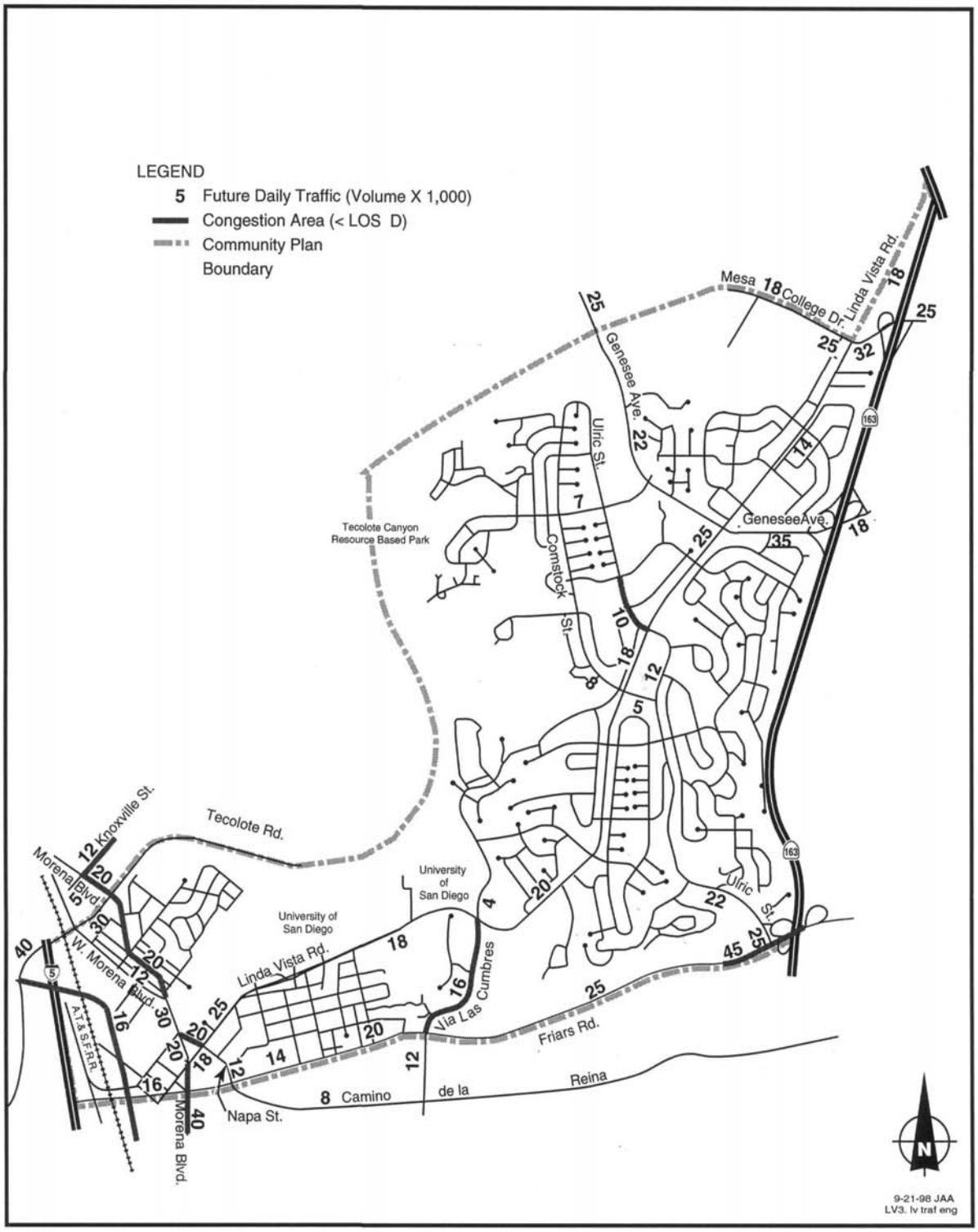
- Pacific Highway from Sea World Drive to Taylor Street
- Napa Street from Morena Boulevard to Linda Vista Road
- Via Las Cumbres from Friars Road to Linda Vista Road

Intersections

Future intersection levels-of-service for those intersections with a LOS D or worse are shown on Figure 24. Intersections operating at LOS E or F are in need of improvements to the existing intersection layout and traffic signal system to mitigate the high forecasted traffic volumes.

Intersections which are forecasted to experience significant congestion in the future during the evening peak hour of traffic are listed below.

- Linda Vista Road at Mesa College Drive (LOS F)
- Linda Vista Road at Genesee Avenue (LOS D)
- Morena Boulevard at Tecolote Road (LOS F)
- Tecolote Road at the northbound Interstate 5 ramps (LOS F)
- Sea World Drive at the southbound Interstate 5 ramps (LOS F)



Future Average Daily Traffic Volumes

Linda Vista Community Planning Area

City of San Diego • Community and Economic Development

Figure 23

GOALS

1. Limit traffic congestion by designating appropriate land uses and intensity of residential, commercial, and industrial development within the community.

2. Maintain and improve the street system to enhance traffic flow.

3. Promote the use of transit and shuttle service.

4. Provide safe and pleasant pedestrian walkways and bikeways to connect residential neighborhoods, schools, parks, and commercial areas.

5. Provide adequate parking facilities.

6. Provide street landscaping along the major streets and at community entrances.

POLICIES

1. Maintain at least the existing level of bus service, and encourage the major educational institutions to supplement public transit with shuttle service.

2. Require parking in accordance with citywide standards for new commercial and residential development. Reduce the parking requirement for industrial development.

3. The City should improve the road network by modifying congested intersections and street segments where feasible. All road improvements shall include sidewalks and landscaping.

4. Improve the signage connecting Interstate 5 and the Morena area.

5. Where possible, street medians and excess right-of-way should be enhanced with landscaping, hardscape, public art, or other amenities.

SPECIFIC PROPOSALS

The following roadway segments should be improved to meet the future traffic demand, improve traffic flow, and reduce delay and congestion.

<u>Transportation Element</u>

1. **Napa Street**. Napa Street between Linda Vista Road and Morena Boulevard should be widened to a modified four-lane collector street. This would require the widening of Napa Street to provide two westbound lanes, one eastbound left-turn lane, one left turn/through lane, one eastbound through lane, and bike lanes but no center median.

2. **Ulric Street**. Widen between Linda Vista Road and Fulton Street to a two-lane collector street with a center turn lane.

3. **Via Las Cumbres**. Restripe Via Las Cumbres from Friars Road to Linda Vista Road to provide four through lanes and designate this section for Class II bike lanes where parking is prohibited and a Class III bike route where parking is allowed.

4. **Genesee Avenue**. Widen Genesee Avenue from Osler Street to north of Marlesta Drive to provide four through lanes as a four-lane major street.

The following intersections should be improved to accommodate traffic flow and reduce delay and congestion. Operational improvements, such as striping and placement of signals are subject to change over time.

6. **Linda Vista Road at Mesa College Drive**. Widen Linda Vista Road to provide an exclusive southbound right-turn lane. Restripe Mesa College Drive to provide an exclusive westbound right-turn lane.

7. **Linda Vista Road at Genesee Avenue**. Restripe Genesee Avenue to provide an exclusive eastbound right-turn lane. Widen Linda Vista Road to provide an exclusive northbound right-turn lane. Lengthen the Genesee Avenue westbound left-turn lanes to 300 feet of vehicle storage length.

8. **Linda Vista Road at Napa Street**. Widen Linda Vista Road to provide an exclusive right-turn lane for southbound traffic. Widen Napa Street west of Linda Vista Road to provide one eastbound left-turn lane, one optional left-turn or through-lane, one eastbound through lane, two westbound through lanes, and bike lanes but no parking allowed.

9. **Morena Boulevard at Tecolote Road**. Widen Morena Boulevard north of Tecolote Road including the bridge over Tecolote Creek, to provide two northbound lanes, one southbound left-turn lane, one southbound through/right turn lane, and an exclusive southbound right-turn lane. Restripe and/or widen Morena Boulevard south of Tecolote Road to include two northbound left-turn lanes, one northbound through lane and a shared northbound through/right-turn lane, and one southbound through lane.

Improvements to Genesee Avenue and Mesa College Drive should be designed to comply with the City's Multiple Species Conservation Plan. Based on the goals discussed above, the future traffic forecast volumes, and the recommended transportation improvements, the recommended future street classifications are shown on Figure 25.

Other proposals are as follows:

10. Install landscaping, public art, and/or neighborhood identification signage on the two triangular asphalt islands at the juncture of Morena and West Morena Boulevards. Remove unnecessary medians on the east side of West Morena Boulevard. Where sufficient right-of-way exists, widen sidewalks along Morena and West Morena Streets to allow room for street trees.

11. Examine whether alternative on-street parking can be provided in the Morena area.

12. Rename either Morena Boulevard or West Morena Boulevard to reduce confusion.

13. If additional development intensity above that permitted by this community plan is approved in the Morena area, fees should be assessed for the widening of the Morena Boulevard bridge over Friars Road.

14. Require commercial development along transit routes to provide landscaping and passenger waiting areas at transit stops within the public right-of-way.

15. Require that commercial development projects provide an appropriate number of bicycle racks.

16. Residents of the Silver Terrace neighborhood may pursue initiating a permit parking system to reduce the impacts of on-street parking by students attending schools in the area.

17. Modify the supplemental and campus impact requirements as identified in the Residential Element.

18. Design the Tecolote LRT Station to maximize pedestrian and bus access to Mission Bay and the Morena Shopping Quarter.

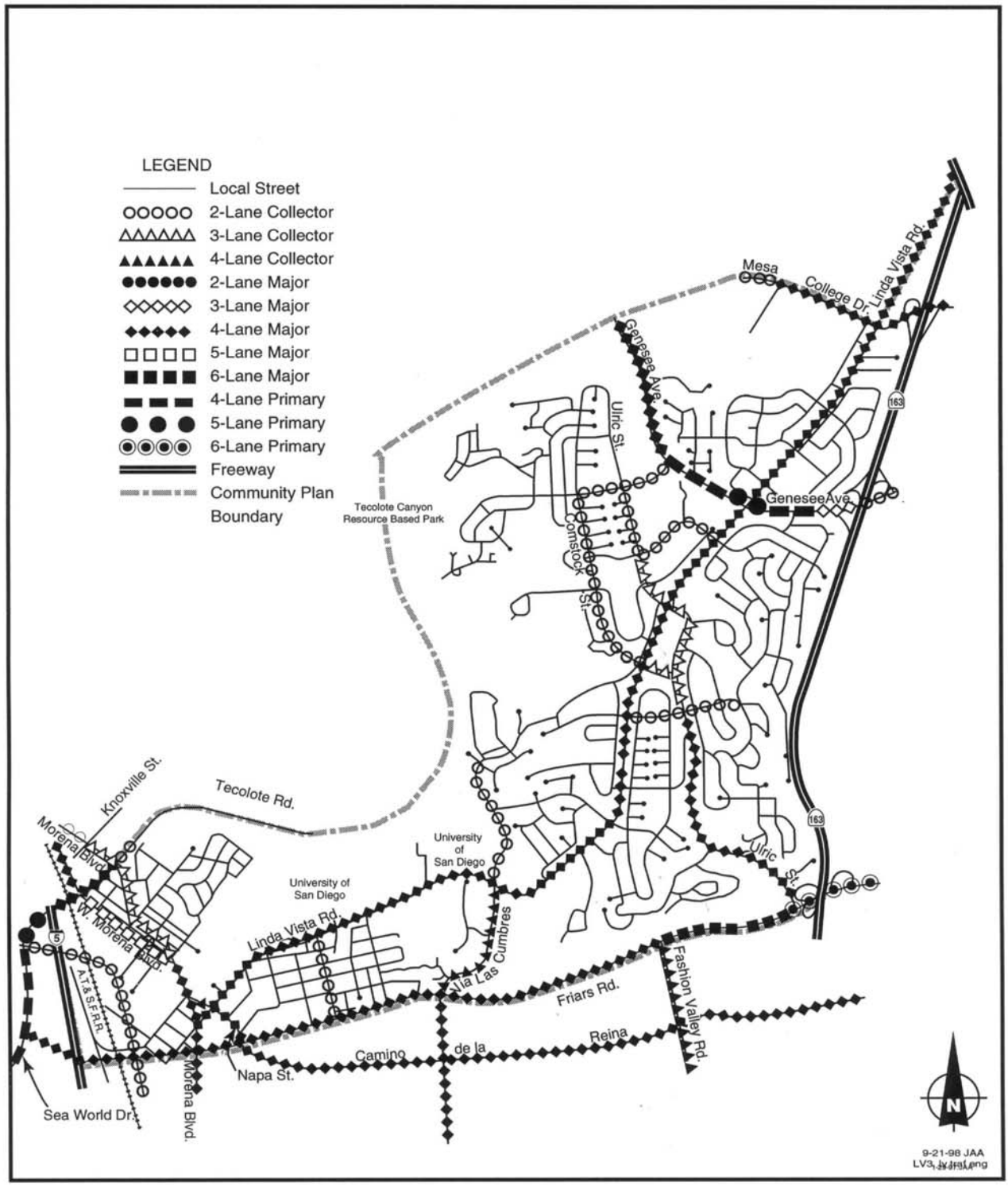
19. Adequately landscape the Mid-Coast LRT/coaster rail corridor.

20. Connect Knoxville Street to West Morena Boulevard in the Clairemont Mesa community to provide a connection to Interstate 5 so that through traffic and truck traffic do not need to use Morena Boulevard to access the Interstate 5 freeway. This should occur in conjunction with the Morena Boulevard widening (Specific Proposal 9).

21. Conduct a sign study and correct any confusing signage leading motorists to Interstate 5 from the Morena area.

Selected Signalized Intersection
Future Level-of-Service (P.M. Peak Hour)
Linda Vista Community Planning Area
City of San Diego • Community and Economic Development

Figure **24**



Future Street Classifications

Linda Vista Community Planning Area

City of San Diego • Community and Economic Development

Figure 25

ACTION PLAN

	On-Going	Adopt with Plan	Within 2 Years	Within 5 Years	Responsibility for Implementation	Source of Funding	See for More Detail
Connect Knoxville Street				•	Public Works Department	Capital Improvements Program	Specific Proposal 20
Conduct design study of Morena Boulevard			•		Public Works Department	City	Policy 4, Specific Proposals 1, 10, 12, and 21
Improve asphalt islands				•	Morena Shopping Quarter, City	Possible assessment or BID; other	Specific Proposal 10
Rename Morena or West Morena Boulevard				•	Morena Shopping Quarter, City	Unknown	Specific Proposal 12
Widen portion of Ulric Street	•				Developer	Private	Specific Proposal 3
Widen/ restripe various roadway segments	•				Public Works Department	City	Specific Proposals 1-9
Pursue permit parking district			•		Residents	N/A	Specific Proposal 16
Modify parking requirements		•			City	N/A	Specific Proposal 17
Design and landscape rail corridors and station			•		MTDB, City	Unknown	Specific Proposals 18 and 19